

CIVIL AVIATION NEWS



OVER THE OVERCAST: The Alps from a Swissair Dakota. After June 14th there will be a daily service between London and Geneva.

Aircraft Requirements Committee : Crash at Shannon

A.B.A. STRIKE FINISHED

IT is understood that after a five-month strike agreement has been reached, on the question of wages and holidays, between A.B.A., the Swedish airline, and the Swedish Transport Workers' Union. 1,200 employees of the airline made demands on November 28th, 1947, which would have entailed more than 4½ million Swedish crowns extra cost to A.B.A. During arbitration it is known that the workers reduced their demands to 3.1 million, but the airline was unable to increase by more than 1 million—an offer which was rejected at the time. The strike was the first to have interrupted operations since A.B.A. was founded about 24 years ago.

CONFIDENCE TRIP

TO finalize many business contracts in South America, particularly in Brazil and the Argentine, and to show their confidence in the Avro Tudor IV, Sir Frank Spencer Spriggs, Managing Director and Deputy Chairman of the Hawker Siddeley Group, and Sir Roy Dobson, Managing Director of A. V. Roe & Co., Ltd., have left England on a special charter flight to Buenos Aires in the B.S.A.A. Tudor Star Panther.

The aircraft, piloted by Capt. D. M. Walbourn, is expected to reach Rio on April 19th and Buenos Aires one day later. The charter is due to terminate at London Airport on May 8th.

AIRLINES' COMMITTEE

B.O.A.C., B.E.A. and B.S.A.A. have decided to pool their views on the probable development of civil aviation and to agree to common engineering standards. An Aircraft Requirements and Contracts Committee has been set up to review and report to the Airline Chairman's Committee on the aircraft replacement programme. Mr. N. E. Rowe from B.E.A. is the chairman of the Committee, and the other members are: Air Vice-Marshal Sir William Cushion and Mr. A. C. Campbell-Orde, representing B.O.A.C.; Mr. B. S. Shenstone and Group Captain J. E. V. Tyzack, representing B.E.A.; and Mr. J. W. Kenny, representing B.S.A.A.

The terms of reference are to co-ordinate and formulate new aircraft requirements on the basis of the commercial and operational programmes and estimates of the Corporations; to agree on broad specifications for new types of aircraft, power plants and ancillary equipment to secure the maxi-

mum standardization, for example, in cases where a common type of engine is installed in several types of aircraft the power plant should be made interchangeable; to assess the numbers of aircraft needed and the capital expenditure involved, and consult with the Ministry of Civil Aviation and the M.O.S. on types, numbers, delivery programmes and proposed capital expenditure. It is suggested that Project Parties should be formed with the Ministries to review specific proposals for new types of aircraft in terms of requirements and production practicability, and presentation of the Corporations' requirements to the inter-departmental Civil Aircraft Requirements Committee of the M.C.A. The Committee also intend to consult with the M.C.A. in the selection of firms to submit design studies with estimated costs of production and to examine those studies with the Project Party to ensure that all technological and other factors are fully considered, and then to recommend to Corporations on the designs submitted, having



CHARTER TO SOUTH AMERICA: The Hawker Siddeley party ready to leave London Airport by Tudor IV on Saturday last. (Left to right) Sir Frank and Lady Spriggs, Miss June Spriggs, Mrs. Brodhead, Sir Roy Dobson, Brigadier and Miss Crosland, Major A. J. P. Collins, and Mr. R. Conner.